

Howaldtswerke A.G., Kiel.

Yard No. 669.

3m. 649.

LAST REPORT NO. 12323

PORT CLN.

DCW

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME S.S. 'CLARA'

REPORT

Cpn.

No. 12738

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This vessel was built in 1925 and classed with the Germanischer Lloyd.

A Periodical Special Survey for Classification has been partly held and the shell plating drill tested at Copenhagen in December 1947.

The temporary class 100A1 (Classification Contemplated) is assigned.

The validity of the last "Examined" notation expired 12.48.

For full particulars regarding this case see previous endorsement.

The COPENHAGEN Surveyors, in a First Entry Report and Rpt. 8, report 649 the vessel placed on a pontoon, the scantlings and arrangements verified with the approved plans and a complete Periodical Special Survey for Classification, except the drill testing of the shell plating, carried out.

The poop has been lengthened by 9.2' and fresh water deck wing tanks have been fitted in its forward end.

Due to wear and tear renewals and/or repairs to shell plating, framing, deck and inner bottom plating, floors and girders in double bottom, bulkheads, tunnel, hatchways, bulwarks, masts, rigging, ceiling, etc. effected.

On account of damage through grounding, encountering ice, contact with a submerged object and unknown causes renewals and/or repairs to shell plating, framing, etc. carried out.

The equipment of anchors and chain cables on board is equivalent to Rule requirements. It appears from the particulars supplied and the equipment notation in the Germanischer Lloyd Register Book that the anchors and 165 fathoms of chain cable have been tested by the Germanischer Lloyd and 90 fathoms of chain cable at Lloyd's Proving House, Cardiff.

It is therefore submitted the figure '1' without the notation "Lloyd's A & CP" be assigned.

It is further submitted the vessel is eligible to be classed 100A1 with record of docking survey 5.49 and the notation of ss. - 6.49 (Dr.).

100A1

5.49 Aarhus

ss. Aarhus - 6.49 (Dr.)

Classed 6.49

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P.T.O.

008074-008086-0268

'CLARA'

1 Dk
Cell DB 211' 480t, FPT 33t, APTs 77t
FK, 4 BH, Cem
P 26', Q 67', B 95', F 32'
O.L. 256.5'

"P"
 $1\frac{9}{16}$ "

The Certificate of Classification to
be endorsed "*Cargo battens and
fitted*" and the same notation to be
printed in the Register Book.

It is also submitted the Surveyors be informed it is concluded
that, in view of their recommendation for a Special Survey notation
dated 6.49 (Dr.), they are satisfied that no material deterioration
of the shell plating has taken place since it was drilled in 12.47
and that the shell plates in strake E (p.s. amidship) and strake F
(s.s.a.) found to be 8 and 7 mm thick respectively when drill tested
have been dealt with as recommended, but they should state if this is
so.

They should be requested to furnish a sketch showing the
arrangement of after peak tanks.

J.C.D.
25.7.49.



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